

A46 Newark Bypass

TR010065/7.57

## **7.57 Additional Visual Effects Information following Issue Specific Hearing 4**

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009

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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms  
and Procedure) Regulations 2009**

**A46 Newark Bypass**

Development Consent Order 202[x]

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<b>Author:</b>	A46 Newark Bypass Project Team, National Highways

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# 1 Additional Visual Effects information following Issue Specific Hearing 4

## Introduction

1.1.1 This document has been prepared in response to actions arising from Issue Specific Hearing 4 (ISH4) on Thursday 5<sup>th</sup> December 2024.

- Action No. 3 - *Applicant to Provide a wire frame image (180° view from VP25)<sup>1</sup> and elevational drawing to assist in assessing the impact of the Cattle Market flyover. Please provide electronic and printed versions of these along with a printed version of the Supporting Historic Environment and Visual Impact Assessment [REP2-020]. Please also provide a printed copy of these documents directly to NSDC.*
- Action No. 4 - *Applicant to Respond to concerns raised by NSDC in relation to the potential for further planting / landscaping.*
- Action No.5 - *Applicant to provide justification for the design approach to the Cattle Market Junction flyover and the reasons why an 'open' structure is not being proposed.*

1.1.2 This document also provides an update to Photomontage 25 as requested (but not included in the Action list) in ISH4 on Thursday 5<sup>th</sup> December 2024.

1.1.3 Finally, an additional wireframe from Great North Road south of Cattle Market Junction has been produced as requested (but not included in the Action list) in ISH4 on Thursday 5<sup>th</sup> December 2024.

## Action No.3 – additional wireframe at Viewpoint 24

1.1.4 Further to the production of a wireframe presented at Deadline 2 (contained in 7.3 Supporting the Historic Environment and Visual Impact Assessment [REP2-020]), a further wireframe has been produced from the perspective of Viewpoint 24 residents at Sandhills Park, without the inclusion of photography. This wireframe does not account for any existing intervening built form or vegetation. Nor does it include any proposed mitigation planting presented on Figure 2.3 (Environmental Masterplan) of the Environmental Statement Figures [AS-026]. Therefore, the image does not fully reflect how the view would be experienced from this location during operation.

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<sup>1</sup> The Applicant notes that this should be VP24

## 1.2 View from upper storey window at Sandhills Park

- 1.2.1 Following discussions with Newark & Sherwood District Council (NSDC) post ISH4, in addition to the wireframe in Appendix A of this document, the Applicant has also produced a wireframe image taken from the perspective of views from a first floor bedroom window at Sandhills Park (Appendix B of this document). This image aims to provide an illustration of what may be captured in the view from a property affording direct open views towards Cattle Market Junction.
- 1.2.2 As with other wireframes produced, this image does not account for intervening vegetation or proposed mitigation planting presented on Figure 2.3 (Environmental Masterplan) of the Environmental Statement Figures (AS-026). Therefore, the image does not fully reflect how the view would be experienced from this location during operation. It should also be noted that this is a reflection of the worst-case and is not representative of all views from residences within Sandhills Park, as several properties afford either oblique views or those that include intervening built form or retained vegetation.

## 1.3 Action No.4 – NSDC request for further planting

- 1.3.1 The Applicant has sought to maintain existing vegetation wherever feasible, with the majority of roadside planting along Great North Road being retained on the approach to Cattle Market Junction. Where vegetation is proposed to be removed on the immediate approach to Cattle Market Junction, efforts have been made to maximise proposed vegetation where possible set in the context of design assets and the industry standards in relation to the safe operation of the highway. The Applicant has sought to provide environmental co-benefits through the use of a nature based drainage solution to provide drainage for the Scheme whilst aiding landscape integration and benefitting biodiversity.
- 1.3.2 The General Arrangement Plans [AS-007] present the environmental design in the context of the broader engineering design and are a useful aid to illustrate the design constraints in this area.

## 1.4 Action No.5 – Justification for the design approach to Cattle Market Junction

- 1.4.1 The Applicant notes the query from NSDC as to why an open structure has not been proposed at Cattle Market Junction. A number of solutions were considered during the design development including a multi-span open structure through the gyratory. However, this option was not pursued due to the following reasons:

- The overall depth of an open structure would be 300mm to 500mm deeper, this would increase the height of the structure and also worsen the departures from standard associated with the slip roads for visibility and merge lengths.
- The land beneath the open structure would be hardened and not allow any planting creating a utilitarian environment.
- The area beneath the open structure would be vulnerable to anti-social behaviour, litter collection and arson risk.
- The centre of the gyratory would still be landscaped with trees and shrubs, this would block any potential views through the structure.
- Views of Newark Castle and the church spire are restricted at present and are more visible from the south of the existing Cattle Market roundabout.
- The multi span structure would need to be placed on bearings to allow it to move due to temperature changes, this would require additional maintenance and repair, increasing health and safety risks from working at height and removing and replacing heavy bearings. The two single span structures are fully integral and have no bearings to maintain. Capital and whole life costs will be significantly higher, £6.5m and £8.0m extra respectively.

## 1.5 Update to Photomontage 25 at Great North Road

- 1.5.1 Appendix C of this document contains an update to Photomontage 25 previously presented at Deadline 2 [REP2-020]. Amendments have been made to accommodate the curvature of Smeaton's arches on the exit from Cattle Market northbound onto the A616 Great North Road.

## 1.6 Additional wireframe from Great North Road

- 1.6.1 Further to the request made during ISH4, an additional wireframe has been produced from the perspective of Great North Road looking north to Cattle Market Junction (Appendix D of this document). This wireframe does not account for any existing intervening built form or vegetation. Nor does it include any proposed mitigation planting presented on Figure 2.3 (Environmental Masterplan) of the Environmental Statement Figures [AS-026]. Therefore, the image does not fully reflect how the view would be experienced from this location during operation.

It should be noted that the photograph provided alongside the wireframe in Appendix D is solely to aid an understanding of the context of the wireframe. It was taken on site using a mobile device and as such does not meet requirements for visualisations as set out in Table 2 of the Landscape Institute Technical Guidance Note 06/19: Visual Representation of Development Proposals (September 2019).

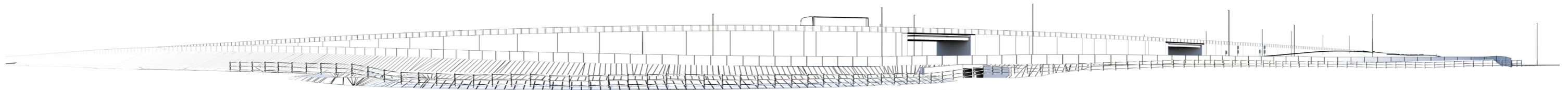
## **A.1 Appendix A: Viewpoint 24 – additional wireframe**

## Viewpoint 24: View north from Sandhills Park representative of views for residents.

Visualisation type	Type 2
Projection	Cylindrical
Enlargement factor	96% @ A1
Date and time of capture	10/10/2024 @ 11:34
Make and model of camera, sensor format	Canon 5D
Make, focal length of lens	Canon 50mm
Horizontal field of view	180
Vertical field of view	27
Direction of view	North
OS coordinates of lens	479316.544, 354490.404
Lens height mAOD	12.842
Ground height mAOD	11.192
Distance to nearest Draft Order Limits	49.2m
Height of camera lens above ground	1.650



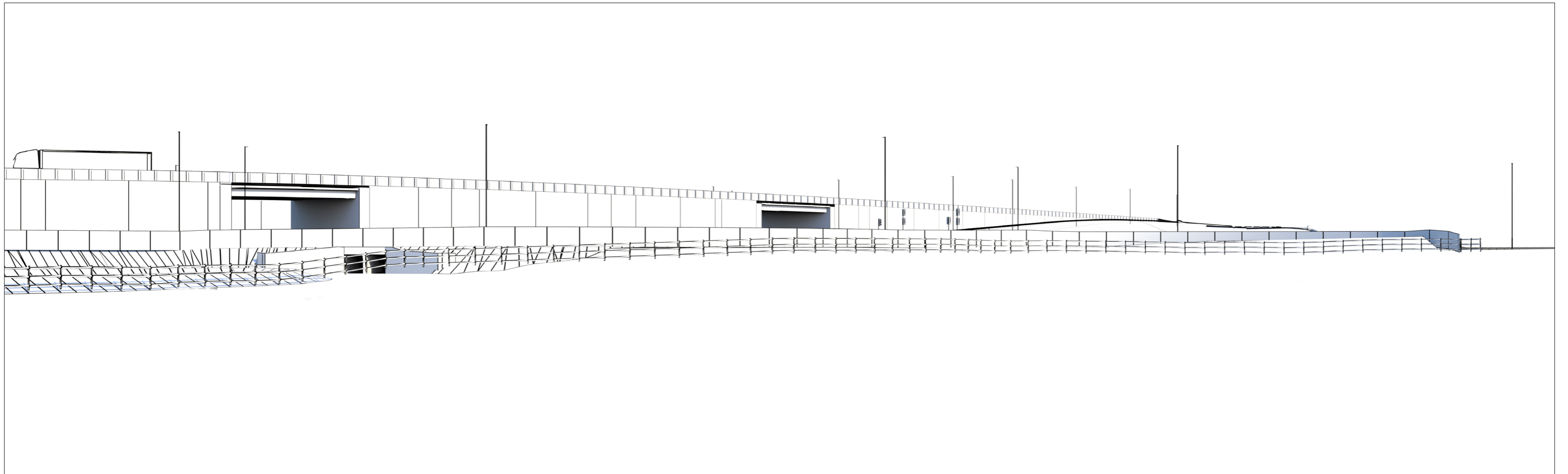
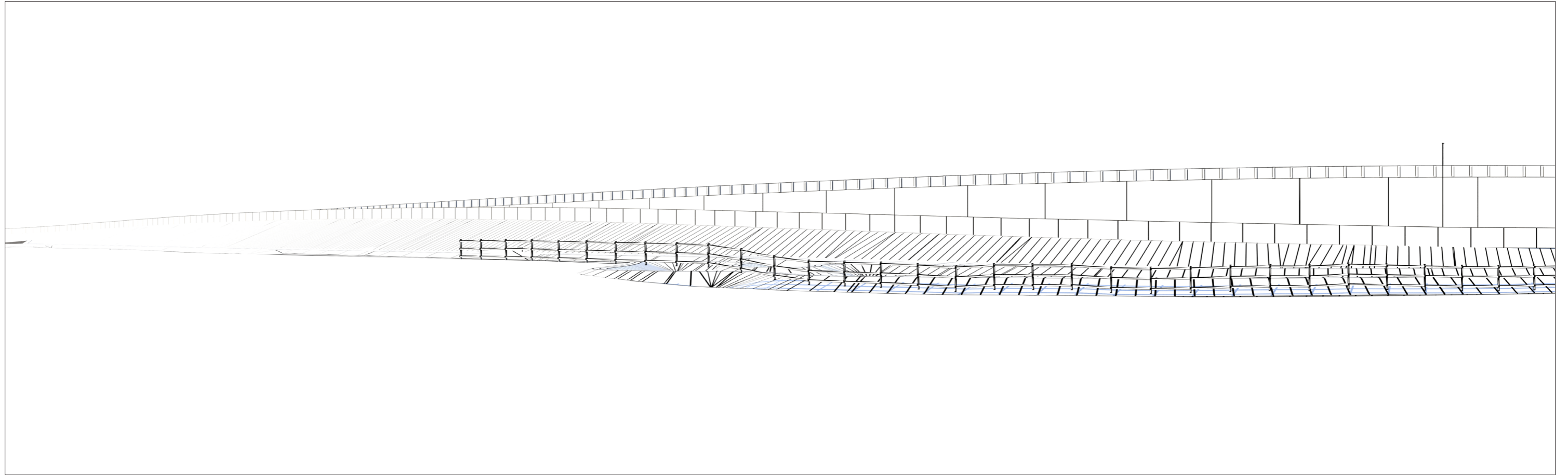
Viewpoint location plan (NTS)



Viewpoint 24: Overview of wireframe in operation (cylindrical projection, field of view 180 degrees x 27 degrees)



**Viewpoint 24: View north from Sandhills Park representative of views for residents.**



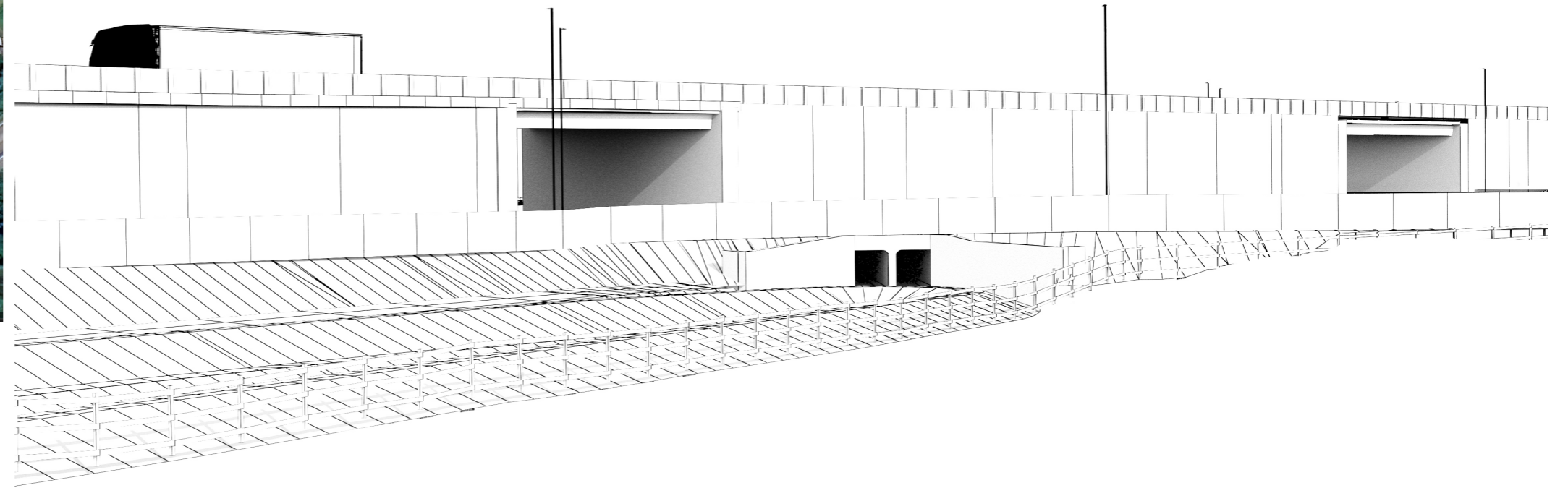
Viewpoint 24: Wireframe in operation (cylindrical projection, field of view 180 degrees x 27 degrees, to be viewed at A1)

## **A.2 Appendix B: View from upper storey window, Sandhills Park**

# View from upper storey window, Sandhills Park



Visual receptor upper storey window, Sandhills Park



Wireframe in operation

## **A.3 Appendix C: Viewpoint 25– updated Photomontage**

## Viewpoint 25: View south from Great North Road (A616) representative of views for road users

Visualisation type	Type 4	Type 4
Projection	Cylindrical	Planar
Enlargement factor	96% @ A1	100% @ A3
Date and time of capture	10/10/2024 @ 11:52	10/10/2024 @ 11:52
Make and model of camera, sensor format	Canon 5D	Canon 5D
Make, focal length of lens	Canon 50mm	Canon 50mm
Horizontal field of view	90	39.6
Vertical field of view	27	27
Direction of view	Southeast	Southeast
OS coordinates of lens	479336.512, 354771.479	479336.512, 354771.479
Lens height mAOD	12.842	12.842
Ground height mAOD	11.192	11.192
Distance to nearest Draft Order Limits	within order limits	within order limits
Height of camera lens above ground	1.650	1.650

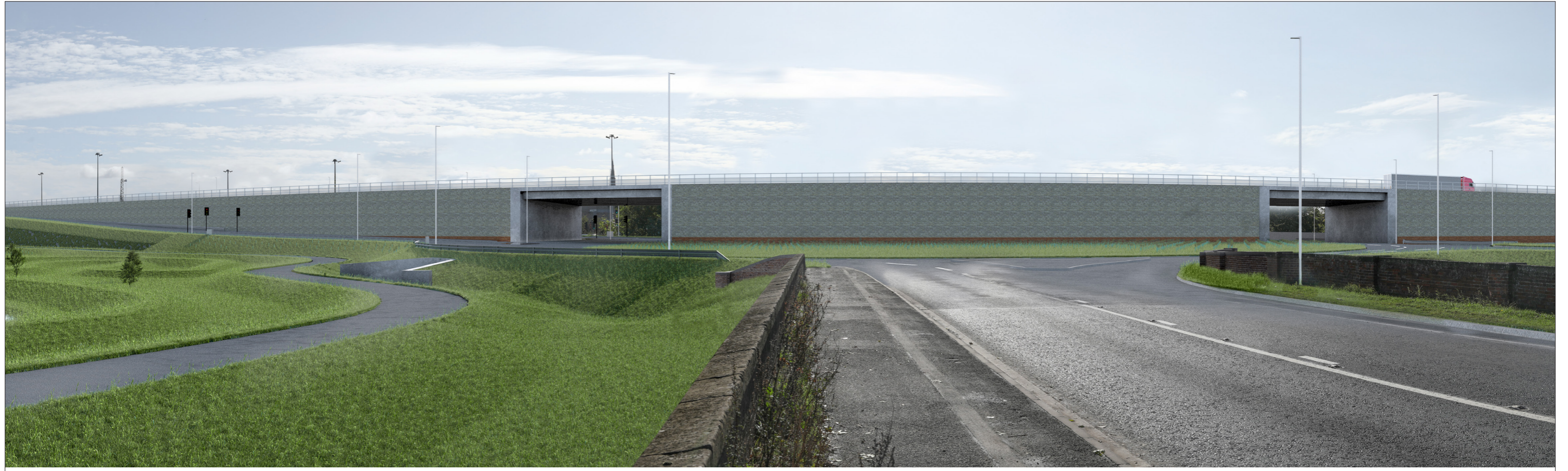


Viewpoint location plan (NTS)



Photomontage 25: Existing view (cylindrical projection, field of view 90 degrees x 27 degrees, to be viewed at A1)

**Viewpoint 25: View south from Great North Road (A616) representative of views for road users**



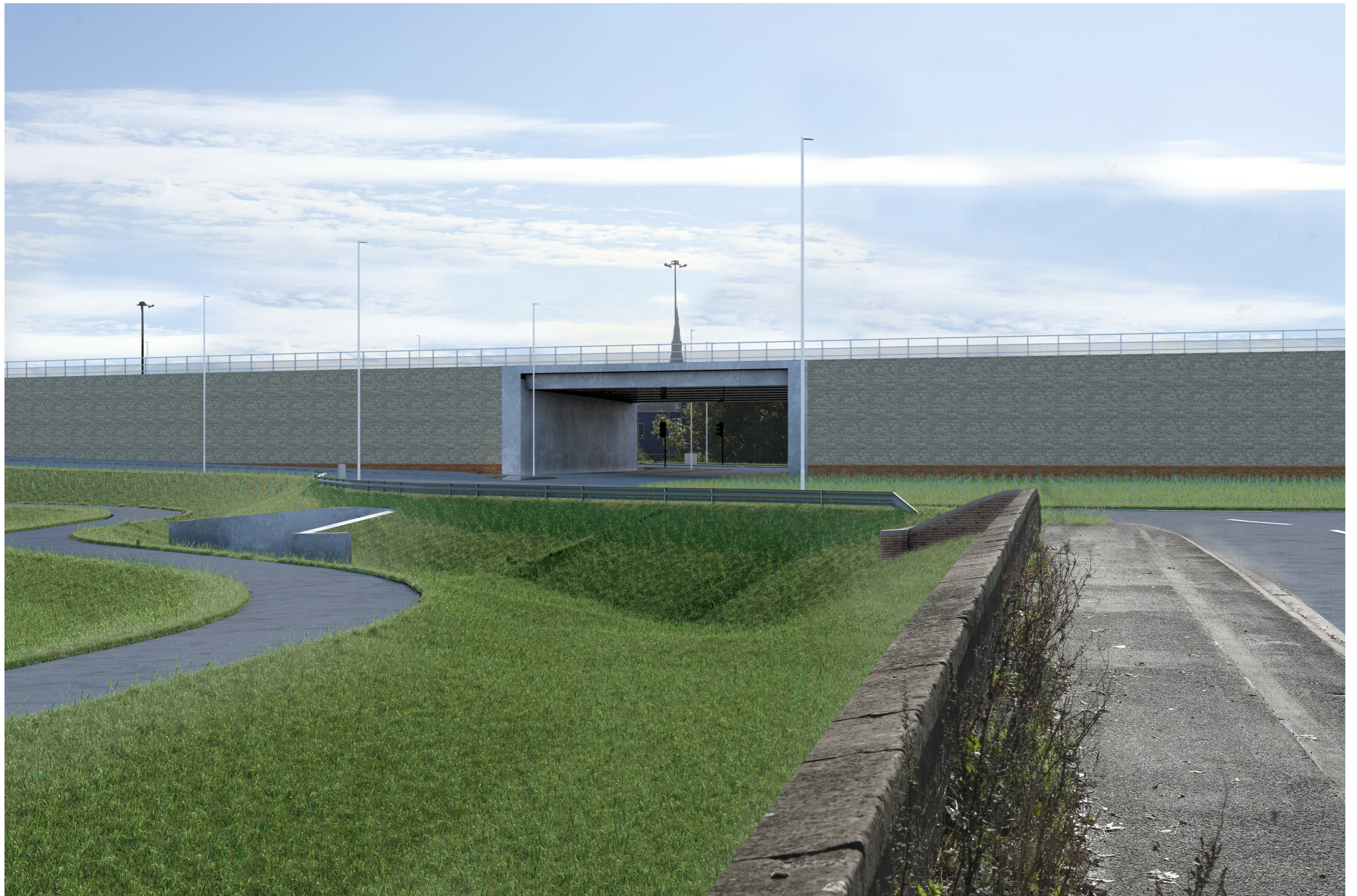
Photomontage 25: Year 1 operation



Photomontage 25: Year 15 operation

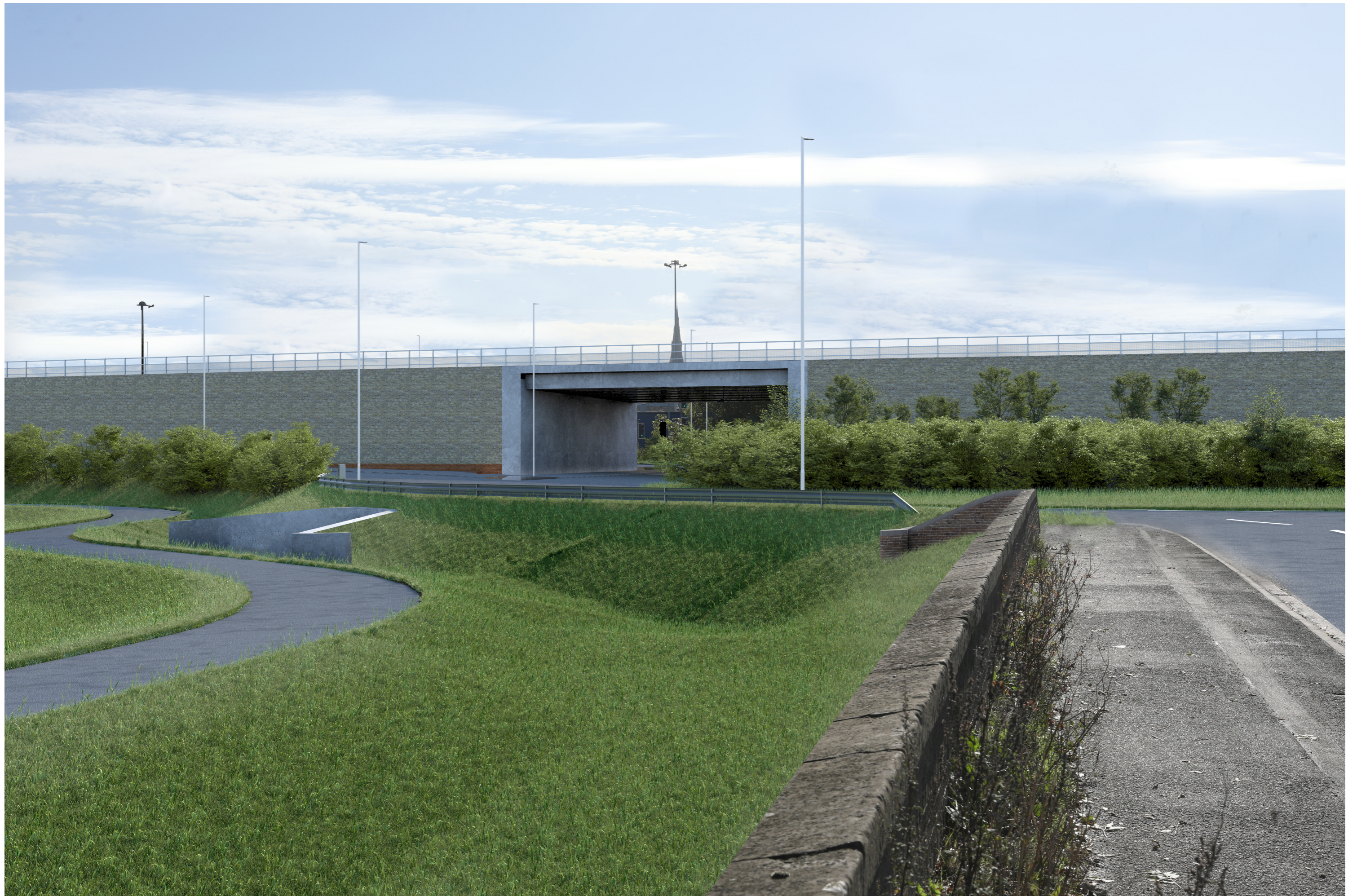


Photomontage 25: Existing view (planar projection, field of view 39.6 degrees x 27 degrees, to be viewed at A3)



Photomontage 25: Year 1 in operation (planar projection, field of view 39.6 degrees x 27 degrees, to be viewed at A3)





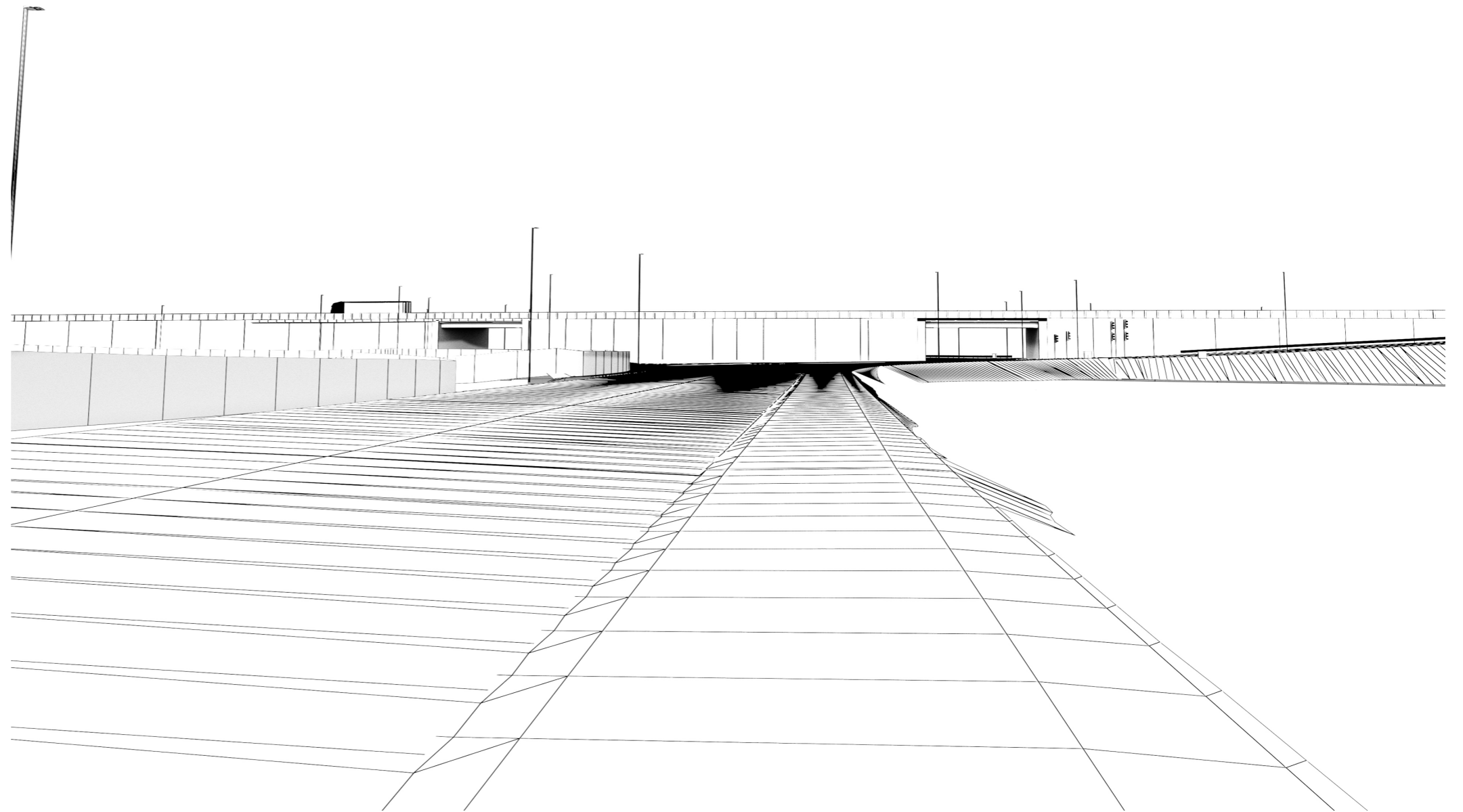
Photomontage 25: Year 15 in operation (planar projection, field of view 39.6 degrees x 27 degrees, to be viewed at A3)

## **A.4 Appendix D: Additional Wireframe from Great North Road looking north towards Cattle Market Junction**

# Additional Wireframe from Great North Road looking north towards Cattle Market Junction



Existing view north towards Cattle Market Junction



Wireframe view in operation